

Intimations.

HONGKONG PUBLIC SCHOOL.

THIS SCHOOL is examined annually at UNIVERSITY. The Higher Forms are prepared for the CAMBRIDGE LOCAL EXAMINATIONS for which HONGKONG is a Centre. FIVE UNIVERSITY CERTIFICATES were gained by PUPILS of the PUBLIC SCHOOL at Christmas last.

In Order to extend the advantages of the School to European Residents in the Coast Ports, the HEAD MASTER receives into his family a limited number of Boarders.

Prospects on application to the HEAD MASTER.

C. J. BATEMAN,
Head Master.

Hongkong, September 4, 1888. 1479

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on application forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, July 27, 1888. 1123

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would mat-rially aid the SENATE of the COLLEGE by forwarding to the Atre MEMORIAL HOSPITAL

(1). Glass Jars (for museum purposes).

(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, Aug. 7, 1888. 1317

Notices to Consignees.

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
SINGAPORE.

THE Company's S.S. Ningchow, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Under-signed before Noon on the 22nd Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Instant, at 4 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Bills of Lading will be countersigned by ARNHOLD, KARBEG & CO., Agents.

Hongkong, September 17, 1888. 1547

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. Fregate, Captain F. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, September 14, 1888. 1532

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FROM SURABAYA AND BATAVIA.

THE Company's S.S. Almara, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 30th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, September 15, 1888. 1541

GLEN LINE OF STEAM PACKETS.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Glenyle, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. Tower Hill from NEW YORK are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 22nd Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 30th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, September 17, 1888. 1542

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW,
CHWANG, TIENSIN, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship
Mendana,
Captain NELSON, will be
despatched as above TO-
MORROW, the 20th Instant, at Noon,
instead of previously advertised.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 19, 1888. 1529

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With regard to the Northern section of the recent typhoon the *Hyuga* News says:—More accurate reports of the damage occasioned by the recent typhoon prove that it was very serious and felt no great distance. The centre of the typhoon passed, we hear, just north of Wakayama, and official returns place the number of houses destroyed or damaged in Osaka Fu at over 1,000. More than 50 persons are reported to have lost their lives, and great destruction of property is reported from various districts. In Nishinari-ku alone the crops are stated to be damaged in an area of nearly 300,000 taels, and in one district it is estimated the crops of cotton and rice will be quite one-third below what was previously expected.

With reference to a rumour recently circulated that thirty Japanese, having landed on the island called Matsushima, forming a portion of Korean territory, and hoisted the Japanese flag there, the Korean Government made strong representations to the authorities in Tokyo. The *Nichi Nichi Shinbun* says that it has acquired in the proper quarter and finds the story to be not without foundation. Matsushima, an island lying between Korea and the island called Oki, is celebrated for its pine forests and has more than once been visited clandestinely by Japanese wood-cutters. The thirty men in question on this occasion proceeded thither in search of lumber, but the statement that they hoisted the Japanese flag is believed to be quite untrue. It is a fact, however, that a communication was addressed to Tokyo on the subject of the men's action by the Government of Seoul. The *Nichi Nichi Shinbun* further explains that about five years ago some discussions occurred between the two Governments with reference to the clandestine cutting of timber by Japanese on Matsushima, and that an arrangement was agreed to interdicting all visits to the island by Japanese subjects. The expedition made thither by these thirty men was, therefore, distinctly illegal, and had the Korean authorities seized the trespassers and handed them over to Japan, the master might have been disposed of without any diplomatic representations. Such, indeed, is even now the only proper course, for it is obvious that the Japanese Government cannot well despatch a body of police to seize the offenders within Korean territory. The affair is trifling, and need not cause any trouble.—*Japan Mail*.

THE ATTEMPTED ESCAPE OF CONVICTS.

FURTHER PARTICULARS.

The excitement created by the bold but cleverly-frustrated attempt to escape, made by the twelve chain-gang men yesterday, was still high to-day. The frequency with which such attempts are made and the facilities for making them successful appear to have given existence to a belief that the chain-gang system is wrong and impracticable. The merits and demerits of the system will no doubt, on account of this last outbreak and its end results, be brought fully to light in the course of the inquiry that must be made. A private departmental inquiry was made in the first place last-night by General Gordon, Governor of the Gaol, and the evidence taken, accompanied by a report thereon, has been submitted to the Governor. His Excellency visited the Gaol this morning and had a consultation with General Gordon. Much sympathy is expressed for the wife and family of the unfortunate turnkey Pereira, who met his death in so tragic a manner, while hardly doing his duty, and doubtless suitable provision will be made for the widow and children by the Government. For fuller details of the attempted escape than we were able to give last-night we refer our readers to the evidence given at the inquest this afternoon.

The following is the list of the convicts who attempted to escape:—

Prison	Name.	Sentence.
8.	Chen Yau	5 years.
27.	Kwan Wong	7 "
31.	Ho Yau (drowned).	10 "
43.	Mau Kam	7 "
51.	Lam Yuk	7 "
54.	Tang Hing On	5 "
74.	Tso Ling	7 "
120.	Ho Cheung (killed)	7 "
130.	Wong Kwan	7 "
141.	Ho Lok	7 "
365.	Guan Tien	6 months.

RECOVERY OF BODIES.

A search was made by the Police this morning at the scene of yesterday's conflict for the bodies of the turnkeys. Cornelius Pereira and the convict, Ho Yau, who was said to have been struggling with Pereira when both fell into the water. The convict's body was found about half-past eight, and about a quarter of an hour afterwards the body of Pereira was recovered. There were no marks of violence on Pereira's body, although it has been said that he was struck several times on the head with a bamboo pole, both before and after he fell into the water.

CONVICTS BEFORE THE MAGISTRATE. Six of the ten convicts who were repatriated were brought before Mr. Wodehouse in the Police Court to-day, (the other four being unable to leave the hospital) and charged at the instance of Inspector Stanton with the murder of Pereira. They were also charged with pirating the coal junk and escaping from the chain-gang. The man placed in the dock were: Chan Yau, coolie; Kwan Wong, hawk; Lam Fuk, blacksmith; Tang Hing On, coolie; Ho Lok, hawk; and Ho Lok, hawk.

William Stanton, Inspector of Police, said:—I charge the prisoners with the murder of Cornelius Pereira, a turnkey in Victoria Gaol, on 18th Sept. in Kennedy Town; with pirating the boat No. 723, the property of Kwok Ling Yi, and with escaping from the chain-gang. I apply for a reward. Four of the prisoners are now in the Gaol Hospital.

The case was remanded for a week. The police are satisfied that the coal junk people were not in any kind of collision with the convicts, and the master of the vessel, who was arrested last night on a charge of aiding the convicts, was this morning discharged.

INQUEST ON THE BODIES.

An inquest was held at the Magistracy this afternoon on the bodies of Cornelius Pereira, Ho Yau, and Ho Cheung. Mr. Wodehouse presided and the jury were M. F. E. G. Georg, I. P. Macar, and J. E. Jones.

CHIEF WARDER JONES. William H. Foulkes, assistant turnkey, said:—Between 16 and 20 minutes past three yesterday I was stationed at the lower end of the works at Kennedy Town superintending the raising of the road in front of the glassworks. Prisoners 365 and 61, who were chained together, came down with their baskets of earth, and when they got down they tried to draw my attention down to the low part where they were filling in, wanting me to go down. I refused to go and told them to go back again. They then told me they were going down there to obey a call of nature. I directed them to go and inform the closest officer. The prisoners remained quiet.

ASSISTANT TURNKEY NOLAN.

Nicholas Nolan, head turnkey, said:—It has been in my present situation of head turnkey for about three years. I left the Gaol about 7.30 yesterday morning, in charge of 74 prisoners, for Kennedy Town. The prisoners were divided into five gangs with an officer in charge of each. No. 1 gang consisted of 12, No. 2 of 16, No. 3 of 14, 4 of 16 and 5 of 16 prisoners. Assistant Turnkey Weston was in charge of No. 1 gang; Assistant Turnkey Lewis of No. 2; Assistant Turnkey Foulkes of No. 3; Assistant Turnkey Barringer of No. 4; and Assistant Turnkey Onge of No. 5. Pereira the deceased, was closest officer. The officers were armed with loaded revolvers and side arms. They had their six-chambered revolvers loaded, and they ought to have had ten rounds of ammunition besides. They were supposed to have ten rounds, but I don't know whether they had on this occasion. The receiving officer serves out the revolvers and ammunition to the men. When they seized him a number of other prisoners rushed towards a junk that was lying alongside the Wharf, discharging fire for the rope works. Some other prisoners seized the sentry and disarmed him. I ran to the assistance of Pereira, and as soon as I got into firing distance of the prisoners who were escaping I fired. It seemed to me that the soiling of Pereira by those two prisoners was the sign for the others to run. Pereira shook himself free and went in pursuit of the escaping prisoners and I went after him. He took the jetty to get on board the boat and I took the beach. He got on board and prevented the prisoners twice from hoisting the sails; I took the water thinking to get on board in a quicker manner. I got breast high in water and waist high in mud and could not get any further. I saw Pereira attacked several times by the prisoners on the boat. He was driven to the forward part and then thrown overboard, prisoner 130 attacking him in a most unmerciful manner with a bamboo. This prisoner was the last one I saw assaulting Pereira, who at that time was hanging on by the bows trying to get No. 130 off. Prisoner 130 held a bamboo with both hands and was bringing it repeatedly down on Pereira's head. After the last blow I saw him go, Pereira lay his hold and made two or three strokes and then sank. After that I was ordered away to the main-gang by the head turnkey.

At this point the inquest was adjourned till 2.30 to-morrow afternoon, Mr. Wodehouse taking the adjournment earlier than he would otherwise have done in order that the Gaol Officials who are to be examined might have an opportunity of attending Pereira's funeral.

It struck me then there was something wrong. I immediately pulled out my revolver and at the same time my revolver and the other officers up the hill, and he was immediately seized by those two. One had him around the waist and the other had him by the throat. It seemed to me that their object was to disarm him. When they seized him a number of other prisoners rushed towards a junk that was lying alongside the Wharf, discharging fire for the rope works. Some other prisoners seized the sentry and disarmed him. I ran to the assistance of Pereira, and as soon as I got into firing distance of the prisoners who were escaping I fired. It seemed to me that the soiling of Pereira by those two prisoners was the sign for the others to run. Pereira shook himself free and went in pursuit of the escaping prisoners and I went after him. He took the jetty to get on board the boat and I took the beach. He got on board and prevented the prisoners twice from hoisting the sails; I took the water thinking to get on board in a quicker manner. I got breast high in water and waist high in mud and could not get any further. I saw Pereira attacked several times by the prisoners on the boat. He was driven to the forward part and then thrown overboard, prisoner 130 attacking him in a most unmerciful manner with a bamboo. This prisoner was the last one I saw assaulting Pereira, who at that time was hanging on by the bows trying to get No. 130 off. Prisoner 130 held a bamboo with both hands and was bringing it repeatedly down on Pereira's head. After the last blow I saw him go, Pereira lay his hold and made two or three strokes and then sank. After that I was ordered away to the main-gang by the head turnkey.

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THE DEAD AND WOUNDED PRISONERS.

Convict No. 130 (Wong Kwan), who is said to have caused the death of the turnkey Pereira in the Gaol Hospital in a very critical state, and we understand that there is hardly any likelihood of his recovering from his wounds. The condition of the prisoner who had his jaw shattered by a bullet from the rifle of Mohall Singh, the Indian guard who was afterwards disarmed by the prisoners, is scarcely less critical. Ho Cheong, prisoner No. 120, who was found dead on board the launch and who same in the Chinese notes. He was running in couples and were chained. The officers nearest to them pursued. I remained with the main body and made them sit down. I then sent an officer to No. 7 Police Station to acquaint the police with what happened. Shortly afterwards I saw a fiery boat coming towards Aberdeen, and I and the other officers haled the launch and she same in. I saw there was a police officer on board who did his best to get the coal boat in tow, but the prisoners were defending themselves by throwing lumps of coal and by using bamboo. I saw the prisoners jump on board the coal boat and set sail. The boat was moving away from the harbour. By this time a force of police had come and after acquainting them with what happened we marched the rest of the prisoners back to the Gaol. The said launch was then in pursuit of the coal boat. I saw several shots fired by the officers. I did not see anyone hit. I saw some prisoners falling but whether it was owing to their being hit or not I can't say. Ho Yau belonged to No. 2 Gang, and Ho Cheong belonged to No. 5 Gang.

ASSISTANT TURNKEY CHARLES.

Charles Charlton, assistant turnkey, said:—I went out with the Chain Gang yesterday morning as assistant to the head turnkey. At 3.15 I was standing about ten yards away from a place where a number of prisoners were at work. All the officers were in their places. I told Barringer to take two prisoners and get the crowbars and spars which the prisoners were using stowed away for the night. I told Ong to keep his eyes open because Barringer was away from us. Two minutes after that I heard a shot fired in the direction of the wharf. I heard some prisoners singing out; I don't know what it was, and when I turned round I saw a number of prisoners running in the direction of the wharf. Persuaded by the officers, I did not see anyone hit. I saw some prisoners falling but whether it was owing to their being hit or not I can't say. Ho Yau belonged to No. 2 Gang, and Ho Cheong belonged to No. 5 Gang.

At this point the inquest was adjourned till 2.30 to-morrow afternoon, Mr. Wodehouse taking the adjournment earlier than he would otherwise have done in order that the Gaol Officials who are to be examined might have an opportunity of attending Pereira's funeral.

Mr. Ho Amei has found it necessary to advertise in the Chinese papers that some person is making use of his name to sell shares in a Company with which he has nothing to do.

Amoy.

Amoy, 15th Sept.

At a meeting of the members of the Amoy Race Club held on the 31st ultimo it was decided to have races this season as usual, and notices were posted inviting subscriptions for gratuities.

From information received, the Customs made a seizure of about 1½ picul prepared opium and other stuff, on board the a. a. Duke of Buckingham on the morning of her departure for Hongkong and Saigon.

The Revenue cruiser *Ling Feng*, which arrived here from Macao on the 26th ultimo, has been busily engaged surveying outside Taitan and verifying the position of the various buoys.

The British barque *Ridder* arrived on the 9th from the North, with 6 feet of water in her hold, having strained herself in the late Typhoon. I believe she will be condemned and sold, as the Dock Company want too much to repair her.

A fire occurred in the City a couple of nights ago, and resulted in three dwelling houses being burnt, but fortunately with no loss of life.

CORRESPONDENCE.

MUTINY OF CONVICTS.

To the Editor of the 'CHINA MAIL.'

Hongkong, 13th Sept. 1883.

Sir,—In perusing the accounts of the occurrence yesterday afternoon at Kennedy Town my mind was set wandering and I am led to speculate what will be the fate of Mohall Singh, when his deeds come to the notice of our merciful Governor (2). Will the head of the Executive, pandering to a mawkish sentiment, throw the poor fellow over as he did Shah Alim, when the latter refused to institute an inquiry into his missing partner? To my mind it is refreshing to find, after the previous outrage, that there is one man at least on the water to whom justice is done.

The prisoners strike him with bamboo. I saw the blow fall about the head. They each struck him several blows. I can't say which of the prisoners did it. Persuade at the time was trying to put the haliards. I did not see how it happened that the whole three fell into the water together. They were striking him in order to prevent him from cutting the haliards. I saw one of the prisoners who fell into the water with him swim back to the junk. The other I did not see. I lost sight of him as soon as he fell into the water. There were five of us swimming from the wharf and one who was standing in the water was also firing. The prisoners were making a great noise on board the junk and were bringing it out.

The other prisoner remained quiet.

ASSISTANT TURNKEY FOULKE.

William H. Foulkes, assistant turnkey, said:—I have seen the bodies of the deceased. They are numbered 1, 2, 3, No. 1 is Pereira, the assistant turnkey. He joined the gaol service on 6th October, 1887 and was in it till the time of his death. No. 2 is prisoner No. 31, Ho Yau. No. 3 is Ho Cheung, who was admitted into gaol on 20th June, 1888, on a sentence of 7 years penal servitude for cutting and wounding. His age on admission was 29.

Of course Inspector Stanton will be degraded to a sergeant-at-one. Yours, SPECULATOR.

—

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before Mr. A. J. Leach, Acting Justice of the Peace.)

Wednesday, Sept. 19.

TSANG ON v. CHU PAN : INTERLEADER—
CLAMMANT, CHU SHU SHUN.

Mr. Francis Q.C., instructed by Mr. Wodehouse, appeared for the claimant; and the Attorney-General, instructed by Mr. Dunn, for the plaintiff.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August:—Li Hung-tung, Li Ho-tiong, and Ni Wei-wei-wu presented a joint Memorial reporting the arrival of the autumn harvest, and request permission to postpone the work of repairing the banks of the *Li* and *Chung* Rivers.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August:—Li Hung-tung, Li Ho-tiong, and Ni Wei-wei-wu presented a joint Memorial reporting the arrival of the autumn harvest, and request permission to postpone the work of repairing the banks of the *Li* and *Chung* Rivers.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August:—Li Hung-tung, Li Ho-tiong, and Ni Wei-wei-wu presented a joint Memorial reporting the arrival of the autumn harvest, and request permission to postpone the work of repairing the banks of the *Li* and *Chung* Rivers.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August:—Li Hung-tung, Li Ho-tiong, and Ni Wei-wei-wu presented a joint Memorial reporting the arrival of the autumn harvest, and request permission to postpone the work of repairing the banks of the *Li* and *Chung* Rivers.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August:—Li Hung-tung, Li Ho-tiong, and Ni Wei-wei-wu presented a joint Memorial reporting the arrival of the autumn harvest, and request permission to postpone the work of repairing the banks of the *Li* and *Chung* Rivers.

His Lordship, in giving judgment, said:

—This is an application under Section 77 of the Code of Civil Procedure to release from attachment a junk and some timber which was seized at the instance of the plaintiff in the above suit on the 24th July last, the day after the writ of summons in the suit was issued and served on the defendant.

The following is translated from the *Peiping Gazette* of 26th August

THE GREAT DISASTER IN THE ATLANTIC.

The following are a few partculars taken from American papers with regard to the disaster which occurred in the Atlantic by the collision of the steamers *Geiser* and *Thiengwalla*:

New York, August 16.—Captain Moller of the ill-fated steamship *Geiser* says:—It was about 3.30 o'clock when the first officer called me loudly. He was excited, and shouted: 'We are going to be run down.' I jumped from the sofa and ran out on the bridge in my nightshirt. I saw immediately lights of a big steamer on the starboard side. I could also distinguish the hull. The engines of our ship were going at full speed, and the helms had been thrown a starboard, I think.

I had not more than time to notice this much when, with a tremendous crash, the bow of the approaching steamer struck our hard amidship, nearly at right angles to our keel. The blow took us just above the main rigging, cut a quarter way through us and made such a tremendous hole that I saw at once that we could not stay afloat.

I gave the orders at once to have the boats launched, to send up signal rockets and fire a gun. The confusion which followed, however, is beyond me. I cannot describe it. The boats on the bridge were launched, the starboard side the first. The man at the stern dropped into the water, and the boat filled with water and was swamped. Boat 2, the port side, was also launched, but she drifted away too far from the ship to be of any assistance.

The estimated loss on the *Geiser* is \$850,000 and on the cargo about \$120,000.

The passengers began to swarm up from below, and were completely panic-stricken. The confusion was awful. Men were struggling to get into the boats, and women and children were shrieking and screaming. I lunged out to the lifeboatmen: 'Look out for the women and children first!' then I lunged out halfway for every one to bring up the preservers. There were between 600 and 700 of them on board. The panic was so great, however, that they did not pay much attention to them, but rushed on deck without them. There were five small boats on the bridge where I was, and I took these and threw them down to the passengers as I left the ship settling.

The chief engineer, who was drowned, rushed down to the cabin for life preservers for the passengers, and I never saw him again. I jumped on the rail and saw that the vessel was going down. I stood there until I was away enough by the water. I went down with the vessel, being sucked in by the rushing water. It seemed to me that I was more than a minute under the water, whirled head over heels, striking objects, living and dead. At length I felt I was rising. I did not lose consciousness at all and suddenly shot up to the surface. I at once struck out and got hold of an ear, which I clung to, swimming to support myself for about twenty-five minutes. I could see the lights of the *Thiengwalla*, and was surrounded by the screaming of the drowning human beings and floating barrels and boxes.

At last I was hauled up on the keel of a boat just as I was about to give up from exhaustion. The boats of the *Thiengwalla* were busy among the floating stuff, picking up the drowning. I was soon taken off the boat keel and taken to the ship, where everything that could be done was done for my comfort and that of the survivors. We had barely a chance to recover ourselves when we were obliged to set to work at once to save the *Thiengwalla*. She was almost in a sinking condition. Her fore foot was crushed in and she was making water rapidly through her forward bulkhead, the only thing between her and the Atlantic ocean. To get at that bulkhead was the only chance of saving our lives. In order to strengthen it and keep it from giving way, the cargo had to be taken up and shifted as rapidly as possible. At this work everybody was engaged who could be made use of by passengers and crew. We got down to it finally and succeeded in strengthening it so that the leakage could be taken care of by the pumps.

The *Thiengwalla* cannot at present make more than two knots an hour with the big hole in her side, and if any bad weather should spring up she will have to turn astern to avoid it. When we left she had drifted about five miles from the scene of the accident, which was about thirty-five miles south of Cabo Island, or about 15½ miles from Halifax, which port she will try to make. Captain Lamb said he would use every means to get the vessel into port, although the boats will be kept ready for use at any moment.

Halifax, August 17.—The *Thiengwalla* was sighted coming up the harbor at 3.30 o'clock this morning. Captain Lamb was asleep at the time of the collision. The *Thiengwalla* presents a strange spectacle, with nearly the half of her bow torn away, leaving an immense hole exposed to view.

Captain Lamb says:—'The scene as the *Thiengwalla* backed away from the *Geiser* was a frightful one. I cannot attempt to describe it. Some of her passengers were rushing madly about her deck, while others were crowded in several small boats in the water. I believe that many passengers must have been killed in their tanks by the force of the collision and never knew what happened. As the steamer plunged beneath the water, carrying down those on board, she capsized the boats that had got away. The air was rent with agonizing shrieks and prayers. Most of the people probably went down with the *Geiser*. They were followed soon after by the ill-fated souls in the boats, who must have been sucked under in the ship sink. The force of the dying still ring in my ears. Three of our boats were already launched and trying to save as many as they could from the doomed *Geiser*, but it was slow work. Comparatively few managed to keep afloat.'

Three boats were all I could get out in the time we had, and I didn't know but what we might want the remaining ones for ourselves. The two vessels were not more than 100 or 150 yards apart when the *Geiser* went down. The screws of the drawing lasted perhaps two minutes and then suddenly all became quiet. One of the boats returned loaded with the avar who had been picked up. I sent them back to continue the search for survivors, but they returned with only the corpse of a woman.

We provided the survivors with dry clothes and hot coffee and wine, and made them as comfortable as possible while attending to the injury to ourselves. The day was just beginning to break when the collision occurred. It was raining and the second officer told me just before that it was not foggy.

In my opinion nearly all the people on the *Geiser*'s deck and boats sank with the steamer. Everything we could possibly do to save them was done. After the *Geiser* disappeared we began jettisoning the cargo to keep the *Thiengwalla* afloat. The crew and passengers worked side by side, throwing overboard what was brought up from the hold. What was jettisoned consisted solely of wood pulp and provisions. There was not much wind, but a heavy sea. Between 9 and 10 o'clock we reached the forward compartment. Then we stopped throwing the cargo overboard and got to work shoring up the compartment.

At 9 o'clock the steamer *Wieland* for

Intimations.

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Are clear, cool, & preserving to the sight.

M. R. LAWRENCE'S VISIT TO HONG-KONG WILL TERMINATE ON THE 21ST SEPTEMBER.

HONGKONG HOTEL (Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES V. BLINDNESS.

New York have in sight, and we transferred all the rescued passengers as well as our own 400 passengers to her. The *Wieland* proceeded about 3 o'clock in the afternoon, leaving us also steering for New York. We continued the work of shoring up the compartment. But after a while, on account of the wind and sea increasing, we found it impossible to keep on for New York, and decided to head for Halifax. At this time it still looked very much as if we might sink, and some of the crew had refused to work, wanting to be transferred to the *Wieland* before she left us. We went as slow as two knots an hour, and sometimes found that too much. We just had to crawl, that was all.

From Captain Lamb's statement of the ill-fated steamship *Geiser* says:—It was about 3.30 o'clock when the first officer called me loudly. He was excited, and shouted: 'We are going to be run down.' I jumped from the sofa and ran out on the bridge in my nightshirt. I saw immediately lights of a big steamer on the starboard side. I could also distinguish the hull. The engines of our ship were going at full speed, and the helms had been thrown a starboard, I think.

I had not more than time to notice this much when, with a tremendous crash, the bow of the approaching steamer struck our hard amidship, nearly at right angles to our keel.

The blow took us just above the main rigging, cut a quarter way through us and made such a tremendous hole that I saw at once that we could not stay afloat.

I gave the orders at once to have the boats launched, to send up signal rockets and fire a gun. The confusion which followed, however, is beyond me. I cannot describe it. The boats on the bridge were launched, the starboard side the first. The man at the stern dropped into the water, and the boat filled with water and was swamped. Boat 2, the port side, was also launched, but she drifted away too far from the ship to be of any assistance.

The Danish Consul has concluded that the investigation into the sinking of the *Geiser* will be held by the courts in Copenhagen, and not here, as at first determined. The estimated loss on the *Geiser* is \$850,000 and on the cargo about \$120,000.

FOR SALE.

FOR SALE.

JULES MUMM & CO'S CHAMPAGNE.

Quarts \$20 per Case of 1 doz.

Pints \$21 " " 2 "

Dubu Freres & De Gormon & Co's BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY, \$7 per Case of 1 doz.

GRIB, LIVINGSTON & CO. Hongkong, July 18, 1888. 1187

JAPANESE BEER.

FROM THE JAPAN BREWERY COY., LTD., YOKOHAMA.

In Cases of 4-doz. Quarts, \$9.00.

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BY LANE, CRAWFORD & CO., Agents.

Hongkong, August 31, 1888. 1452

STAG HOTEL.

NOTICE TO HOTEL KEEPERS, CLUBS, &c.

FOR SALE:

TWO ENGLISH BILLIARD TABLES, with BALLS, CUES, MARKING-BOARDS, &c., Complete.

A Very Handsome Set of BAR FIXTURES, quite new, Built of Solid Teakwood, handsomely-carved and moulded, inlaid with PLATE GLASS MIRRORS.

Also, Several other PLATE GLASS MIRRORS; ONE TEAKWOOD BAR COUNTER, with Four FULL PUMPS, Press, &c.

Two Handsome STREET LAMPS, with strong FANCY METAL BRACKETS, suitable for HOTELS or other PUBLIC BUILDINGS.

Also, SUNDY other ARTICLES, suitable for HOTEL PURPOSES, Delivered on or after 1ST DECEMBER, 1888.

The HOTEL is CLOSING, on account of the PROPERTY having been SOLD.

Apply J. COOK, Stag Hotel.

Hongkong, September 10, 1888. 1511

Intimations.

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Bases of this compound is made of Gogo Root. The natives of the Philippines Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long.

By using this SHAMPOO WASH as directed, you will never be bald.

The Proprietor offers the Wash to the public, being entirely confident that its restorative properties will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties allays the itching and fever of the scalp.

Mr. Moon has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE, CO., LTD., Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED FOR PUBLIC TRAFFIC on WEDNESDAY, 25th May.

WEEK DAYS.

THE CARS RUN as follows between St. John's Place and VICTORIA GATE:

8 to 10 a.m. every quarter of an hour.

12 " 2 p.m. half hour.

4 " 8 " quarter of an hour.

DOWN CARS between 8 and 10 a.m. for First-class Passengers only.

SUNDAYS.

1 past 12 to 1 past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office of MACEWEN, FRICKEL & CO., General Managers.

VICTORIA EXCHANGE, 50 & 52, Queen's Road, Hongkong, September 15, 1888. 1254

NOW READ Y.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS in HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & CO., Price, 75 cents.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAY'S PERFECT PEBBLES

Are clear, cool, & preserving to the sight.

M. R. LAWRENCE'S VISIT TO HONG-KONG WILL TERMINATE ON THE 21ST SEPTEMBER.

HONGKONG HOTEL (Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES V. BLINDNESS.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

LAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

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PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS.

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

(N THURSDAY, the 27th September, at noon the Company's Steamship MELBOURNE, Commandant BONHOY, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London, as well as for Marseilles, and adapted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

NOVEMBER 1st, 1888.)

Amboyna 8 h Hay Brit. str. 1718 Sept. 14 Jardine, Matheson & Co.

Amur 8 h Brun Ger. str. 720 Sept. 15 Geo. R. Stevens & Co.

Arabia 8 h Smith Brit. str. 4378 Sept. 16 O. & O. S. S. Co.

Bisacra 8 h Ongnaso Italian str. 1450 Sept. 16 Carlowitz & Co.

Cheng Hye Tong 8 h Uderup Brit. str. 923 Sept. 16 Bun Hin Chan

China 8 h Ulsterup Brit. str. 648 Sept. 16 Melchers & Co.

Choyang 8 h Balbornie Brit. str. 895 Sept. 16 Jardine, Matheson & Co.

Davaonge 8 h Loft Dan. str. 1057 Sept. 16 Yun Fat Hong